

The Chapman Report



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Ace reporter and GGLC blogger, Rahul Nair, at work interviewing Chris Locke (Lotus vintage F1 owner/driver) at Monterey Reunion — August 13-15, 2010. (See related story p. 10.)



Lotus livery adorns Takuma Sato's KV Racing IZOD IndyCar—spotted at the McCall's Motorsports Monterey event, August 11, 2010.

Sept/Oct Meetings

Friday, September 17, 2010 – 7:30 PM

Host: Adrian and Laurel Cockcroft

Friday, October 15, 2010 – 7:30 PM

Host: Scott and Carol Whitman

Marina Mid-Season AutoX Events

by Kiyoshi Hamai

The GGLC had back-to-back events at the Marina Airport as a way of kicking off a week of major car events in the Monterey area.

Round #3 – July 31st

First up was an event held on July 31. It was typical Marina weather, blustery, cool and covered in ocean overcast. But, get there early, throw out some cones, set-up the timers and away we go! Although over 65 drivers signed up, the actual attendance was closer to 60 due to a few no-shows.

Of the entrants, 18 were Lotus. This group included 14 Elise, 3 Exige and a single 1971 Seven. So, we have to ask: where are the Europa, Elan, Seven and Esprit drivers? More on that in a bit...

The course was up by 8 am. It was a longish course, but we were still able to give drivers 5

runs in the morning and then 7 in the afternoon. And, for those that stuck around late into the afternoon, we offered some additional fun runs!

You might say the theme of the course was slaloms. Out of the start box, there was a 90° right to trip the timer, and then you immediately entered a 6-cone slalom where the spacing for the last 2 cones decreased a bit. That should have been a HINT to the drivers, but as the day progressed that hint didn't seem to register.

Exiting the first slalom, drivers had to negotiate a quick right-left lane change and a 90° left and into the second slalom. The second slalom was a tighter, 5 cone affair, that really required patience on the part of the driver. This was followed by a sweeping 180° left into a decreasing radius 180° right.

The trick here was to realize how deep you needed to go to properly get a late apex. In the end, I relented to double apexing this 180, which allowed me to drive deep into the corner, slow down a LOT and then rotate the car to get pointed in the direction of the corner exit.

A short straight followed, and that lead into a 90° left and then another slalom with 3 arms pointing the way through. The final corners were an increasing radius 180° left and a double 90° right where you barely had time to straighten up between the two corners

The raw TTOD went to Art M. in the 125cc shifter kart with a blistering 43.379 second time. Since the kart is so narrow, Art didn't bother to lift through the slaloms and only really had to slow for the 180s. In comparison, Jason S. in the super-charged, Hoosier-tired Elise set a best Lotus time of 46.926.

Things really change in a year or two. It wasn't too long ago when the times for the Elise and Exige drivers were widely spread, now the spread between drivers with similarly set-up cars is within a few tenths. This seems to support the contention that ample opportunities to practice and acquire some instruction have improved driving skills dramatically.

Round #4 – Aug 8th

Only eight days later, we were back for Round #4 of the GGLC Autocross Series. The number of entries was slightly smaller this time with 56 drivers. Twenty one of the entrants were Lotus drivers comprising



18 Elise, 1 Esprit, 1 Exige and Hal G. in his '69 S4 Elan.

Hal is a long-time GGLC member, and he actively competes with his Elan in hillclimbs across the Northwest. He has towed his car to events in Oregon, Washington, Idaho and even to Montana. These events, combined with nearly 30 years of autocrossing, mean that he and his Elan have put in a LOT of seat time! It was great to have Hal join us at Marina.

Due to fewer entries, the GGLC autocross chairmen, Alexander and Colm, decided to change the normal run group format from 4 to 3. This change made each run group slightly larger, but enabled the work assignments to be easily filled, and it also eliminated a group change. The end result, was a smooth running event where entrants were able to get in 6

runs in the morning and an amazing 8 in the afternoon.

The course was negotiated in a clockwise direction with an 8-cone bending slalom that traveled across the east end of the tarmac. That was followed by a sharp right-hand turn that led into a sweeping 180° left turn. Drivers then entered the fast part of the course, which cut across the tarmac diagonally with a bending "S" curve putting the cars on tip-toes. Next was a 90° right that led into a tight technical section with a quick left-right-right-left-left-right box section. The final corner was a 135° bend to the right and a fast dash to the finish.

Times

Jason S. nailed fast time for the Lotus drivers with a scorching 36.975, but the other Lotus drivers had competitive times:

Elise-1: Colm G., 40.752; Cappy P., 41.304; Steven K., 43.014; Mike C., 45.298; Jeff A., 45.485.

Elise-2: Nick S., 42.832; Alexander K., 40.191; Mike S., 40.608.

Elise-3: Jay G., 39.341; Brian T., 39.305.

Elise-5: Nick S., 40.407; Ian S., 43.162.

Elise-6: Scott W., 41.803, Alex K., 41.067; Mark A., 40.832; Linda H., 40.400

Elise-9: Jason S., 36.975; Alex M., 39.961

Fun Runs: Hal G. (Elan) 44.826; Rahul N. (Elise) 40.923; Andy C. (Esprit) 46.756

GGLC AutoX News & Upcoming Events

There are 2 more events in the GGLC 2010 AutoX series.

(continued on p.4)



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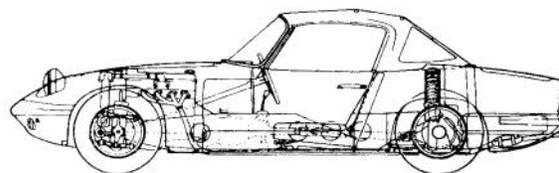
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Next up is Sunday, September 19, at the Marina Airport; and the final event is Saturday, October 16, at Great America in Santa Clara. As we have done in past years, we celebrate the closing of the AutoX season at the final event by presenting the class awards for the series and offering a catered BBQ luncheon at Great America supported by our AutoX series sponsor, Boardwalk Lotus, Redwood City.

A Special Invitation for Esprit, Europa, Elan, Seven and other non-Elise/Exige Owners

Alexander and Colm would like to see more non-Elise/Exige drivers bring their Lotus cars out to AutoX events to dodge some cones. As an inducement, they will set up one or two special competition classes for these cars at the Oct. 16 event. So, no more excuses, we want to see Europas, Elans, Sevens and Esprits out there on the 16th!

Thunderhill Track Day

July 13, 2010

by *Rahul Nair*

The third GGLC track day of the season was held in mid-July, and, as expected, the temperatures at Thunderhill were quite warm. Even so, we were pretty lucky with a high of 'only' 90 degrees rather than the 100+ degree days that characterized the rest of the week in the area.

It was another full event with the usual assortment of both Lotus (Elise, Exige, Europa, Seven clone) and other track day machinery. Porsche was very well represented with five 997 GT3s, a 911 Turbo and several Boxsters. The drivers were a little surprised, however, when Dave Close in his Zetec-powered Europa was not only keeping up but also passing them.

The star of the day however was Keith Franck who brought out his Lotus 41C Formula Junior car.



It was originally purchased by his father in the seventies and has remained with the family ever since,



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Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Sept 17	Social/Club Meeting	Los Gatos
Sept 19	AutoX	Marina
Sept 25	N. Bay Run/BBQ	Sebastopol
Sept 28	Track Day	Thunderhill
October 15	Social/Club Meeting (Nominations)	Saratoga
October 16	AutoX (season end)	Great America
October 16 & 23	Shop Days at Mike's	El Sobrante

including an extensive rebuild after a crash. This was the car's first event in some time, and, while the day started out well, the venerable racer did eventually encounter some transmission issues that forced it to retire in the afternoon.

The event itself ran very smoothly and no one complained about a shortage of track time. Indeed, at least one driver covered over 250 track miles during the day, and I personally drove over 200 miles on the track despite skipping two full sessions! There were a few spins during the day including a couple due to a coolant leak, but everyone recovered safely and was able to continue.

All in all, it was another successful event expertly organized by John Zender and Scott Hogben our GGLC track day chairs. Registration for the next event at Thunderhill on September 28 is now open and filling up fast. Back by popular demand, this event will be run "backwards" (i.e., clockwise) with the bypass.

Sign-up early to secure your spot, and be sure to get your car ready.

Dietsch Werks on the Move

by Rob and Jen Dietsch

Dietsch Werks is proud to announce that we are joining Team Club Auto Sport! After servicing Volvo, Porsche, BMW, Lotus and DMC for 20 years, we decided that it was time to specialize in the car we love the most...Lotus. This decision means some downsizing, and it led to a lengthy search for a new location. But we found the perfect spot at Club Auto Sport in San Jose, where we have exclusive rights to Lotus, and our clients can enjoy the benefits of a first-class facility with top security and beautiful surroundings. Check out www.clubautosport.net for info on the facility. Plus you can follow our progress on Facebook, search for Dietsch Werks, and watch for Grand Opening Announcements as soon as the cement cures.

We will be servicing all cars at the Lafayette St. location until we finish the equipment install, which has a projected date of Oct 1. Our down time should only be a few days, so feel free to set up an appointment if you need your car serviced.

A Singular 11

by Paul Wankle, *Classic Cars Ltd.*

It's 3:00PM on Friday, July 2, and I'm on my way out the door of the shop for the 10-minute drive home, ready to enjoy a relaxing dinner in Pleasanton and the long holiday weekend. The phone rings and—good news—it's not a customer. When I answer, George, a good friend, proclaims in a clearly excited tone: "Guess what I found." It's got to be a car... what else? George says he heard about a guy in Lafayette who just listed a Lotus for sale. He says it's a hand-built, Lotus 11! Yeah, right, an "11" I respond with disbelief, hoping I won't be sitting in the holiday weekend traffic mess between Pleasanton and Lafayette only to find another poorly built kit car. No really, he insists, and it's not a kit car. The ad says its hand constructed utilizing all Lotus components.

My skepticism is obvious as I continue to hope to find reasons not to make the trip to see the car. No, George insists, while it isn't a real '50s vintage 11, it does have Lotus 11-derived front and rear clam shells, a twin cam, a T9 5-speed gearbox plus more goodies than a 5-year old kid on Easter. And it weighs less than 1300 lbs and produces in excess of 135 horsepower! Best of all, it's priced right and is near by. Just call the guy, he sounds legit, and if I were you I'd get out there... and fast!

I'm tired, and the last thing that I, an avid (some, including my wife, would say rabid) Lotus fan, wants is to get stuck in traffic for several hours only to find

some homemade kit car with a Vega engine that was built with components from the local Ace Hardware. But George and I have spent time on countless rallies and adventures in my Élans, Sevens, Elises, Caterhams and other "cars of interest". He is familiar with my rather eclectic collection of cars (and my preferences), and his statement "If I were you, I'd get out there fast" echoes in my head. What the hell, it's worth a call.

The phone rings twice and it doesn't sound like an international, Nigerian ring tone. A rather serious voice says, "Yes, the Lotus is available, I just listed it". Hmm, he's articulate, sounds professional and does a very good job of describing the car though as he talks it's sounding way too good to be true. He repeats what George shared and adds some intriguing details. Seems he'll be around for a few hours and I've heard enough to make the dreaded drive up Hwy 680. I make the required "something's-come-up-at-work" call to my wife, who, as usual, sounds rather suspicious, and I'm off on another adventure.

I arrive in Lafayette after a 90-minute battle with traffic, and the "11" is in the drive-way. Whoa! If the old saying "You can't change a first impression" is true, this one will be in my garage tonight. I meet Bob, and he provides me with an incredible amount of detail about the car and, his background and mo-



tivation for building a unique Lotus-based car.

Bob was active with a Formula 5000 in the '60s/'70s, and his familiarity with race car construction becomes apparent as we take a closer look at his handiwork. He explained that he wanted a project that he and his son could complete together but that he wasn't interested in just another kit car. He also had a passion for Lotus cars and believed in the mantra that lighter is better. He basically began from scratch, using a donor '71 Lotus Elan Coupe. All of the major components are Lotus with the exception of some noticeable changes and improvements. The basic engine, rear end and suspension bits were retained. Initially, the car was fitted with the stock Lotus/Ford 4-speed but later a T9 5-speed gearbox was added for improved drivability and performance. The suspension geometry was improved and, according to Bob, is now more like that in a 26R. The car received a full complement of quality gauges, a roll hoop, 5-point belts, removable steering wheel and a number of other enhancements to make it street legal—well, kind of.

But what clearly makes this car stand out is its design and build quality. It is obviously Lo-

tus 11-derived, but it also resembles a D-Type Jaguar and even some sports racers of the '60s. The car is eye-catching to say the least, but it is the overall quality of the car that separates it from most "specially constructed vehicles." The finest components were used, and this

"Lotus" variant withstands the most stringent, critical scrutiny. I couldn't help but notice the way the hand-formed tub curved around

the epoxy-coated space frame, the perfectly even, stamped rivets in the aluminum tub and the incredibly high quality of the welding and assembly. Virtually every part of the car was built to an exceptionally high standard.

The car utilizes the center backbone chassis of the donor Elan with a space frame grafted to the center chassis. The center portion of the car is skinned in aluminum that is carried into the engine bay. Front and rear clam shells are formed from an original late '50s Lotus 11, but they were widened to fit the new wider stance of this special 11. Bob explained that the car is dimensionally the same as an Eleven, except for the width.

When it's time for a ride, I realize that I came ill-prepared for the demo ride that I was about to receive. With a tiny 8-inch windscreen, this is, well, not really a street car. However, it carries the donor car's VIN and has the majority of street legal equipment including turn

signals, lights, gauges, and CA license and registration. It is absent wipers and bumpers, but it is probably more legal than most of the street rods you see in CA.

After a brief orientation, we "jump" in (actually step over in the absence of any doors) and settle into the rather comfortable

bucket seats and fasten the 5-point belts. The startup procedure is reminiscent of a race car—flick the fuel



and fan switches, turn on the ignition and emergency cut-off, and hit the starter button. The engine comes to life instantly, and we're off. Bob warms the car up,

and we head to some of his favorite back roads for some spirited time in the "twisties." One thing becomes clear instantly. Bob is not only very familiar with this car but has spent the time behind the wheel of race cars. He is confident, and the speeds continue to rise. At about 50 mph, my eyes

are watering so badly that I can no longer see the road or gauges. Tears are rolling down my cheeks; my glasses are coming off and all I can feel and hear are G-forces and the loud but pleasing exhaust. We are going fast... very fast. Without my glasses I can't see a thing except blurred apexes and the steady turn of the steering wheel and up shifts/down shifts. It's an uneasy feeling, as one side of me says ENOUGH—while other says I WANT TO DRIVE!

Somewhat reluctantly, Bob gives me the OK to drive his

baby. At first I am tentative and move slowly in attempt to regain my vision and composure. After a few corners, my confidence builds and the car begins to feel very "Lotus



Like" but seems faster and better handling than my Elans, Sevens and others. I attribute the handling to the 26R suspension modifications and the fully adjustable suspension set up in addition to the car's wide stance.

(continued on p. 8)

(cont'd from p. 7)

As I get more comfortable, I bring the revs up and the car does everything that I ask of it. The grip is amazing and the handling and braking are totally predictable after a brief time behind the wheel. The engine barks, sucking hard through the exposed air filters, and the throttle response of the built twin cam is instantaneous. As I continue to build speed, I can't help but be impressed with the car's throttle response and the lightness of the controls. The "11" feels totally in harmony with the driver's inputs in part due to the almost perfect weight distribution of 51/49 and extremely low overall weight. I can't help but think that all of the big horsepower in the world cannot substitute for the delicacy that lightweight construction and a healthy, normally aspirated twin-cam engine offer. Chapman would be proud of this one!

It's an easy decision, and one that was made when I rounded the corner to return to Bob's house. The ride/drive simply cinched the deal.

The next day, July 4th, I picked up the car and I took my first highway trip to my home in Pleasanton (complete with appropriate head gear and goggles this time!). As I slowly enter my housing court, the neighbors curtailed their weekend "Honey Do" chores and converged on the "11"—and the questions haven't stopped since.

It was a Happy 4th of July.

N. Bay Run & BBQ Returns Saturday, September 25, 2010

Greg Tatarian, John Kenner and editor

Back by popular demand, John Kenner and Greg Tatarian invite owners of new and classic Lotus cars to join them for a tour of Sonoma County back roads followed by a BBQ at John Kenner's spread in Sebastopol.

The fun begins with a meeting at 09:30 at the Sonoma Valley Bagel & Café, located at 350 Rohnert Park Expressway West, Rohnert Park. The run should depart from there at about 10:00. Fill your tank before the start; there are plenty of stations nearby. For anyone missing the start (or coming from further south), there will be a stop at the Marin French Cheese Co. located at 7500 Red Hill Road., Petaluma (phone # (707) 762-6001) at around 10:45 for about 15 minutes before continuing to John Kenner's place. Total drive time with one stop will be about 2.5 hours, so we'll end up at John's place at ~ 12:30.

Greg Tatarian (1971 S4 Elan DHC) designed the route and will lead the drive. Based on a few comments from last year, we'll take it a bit easier this year since a few of our cars might be a little low or stiff for some of the roads on the route. We are also considering splitting into two groups—faster and not as fast. You can email Greg for the announcement flyer as well as the map and directions or

download a PDF map and directions from these sites: <http://www.wildliferesearchassoc.com/LotusElan/GGLCEvent.pdf>; and <http://www.wildliferesearchassoc.com/LotusElanGGLCEventMap.pdf>.

John Kenner's address is: 5190 Vine Hill Road, Sebastopol. The menu for the BBQ starting at about 1 pm includes pork loin, marinated chicken, potato salad and fresh vegetables from John's garden. **Bread, dessert, and beverages are potluck.** If you don't eat chicken or pork, please bring something else. A refrigerator will be available. You will also have a chance to check out John's Triumph and Lotus projects in the "Barn" while you are there. Note: please leave your pets at home.

Please RSVP no later than Saturday, September 18.

John Kenner: jkenner-at-tamcab.com; cell: 415-806-2457
Greg Tatarian: gtwincams-at-gmail.com; cell: 707-570-5808

It would be a treat to see more classic Lotus cars and their owners on the road with us this time around, so please mark your calendars and join us on the 25th.



Lotus Launches New Track Cars at Monterey Car Week Events

News from Chapman Report Online

In what could be characterized as a blitz attack on the automotive community, Lotus representatives from the UK and the U.S. descended upon the Monterey Peninsula for Car Week, August 7-15, 2010, to introduce two very special track-oriented vehicles to the world. The Lotus car show began in the paddock at Mazda Raceway Laguna Seca during the “pre” Monterey Reunion race weekend, it then continued through the following week with various events including the McCall’s Lifestyle show at the Monterey Jet Center, and it concluded over the weekend of August 13-15 with a special pavilion display at the ultimate car show—the Concours at Pebble Beach. The cars featured in the introduction were the open wheel, Formula 1 style Lotus Type 125 Exos and the Evora-based GT4 Cup car.

The **Lotus T125** is an F1-inspired track-only car using F1 technology and a Cosworth V8 to provide stunning performance for this ultimate track day toy.

The first thing that strikes you when you see the car is how much it looks like a current generation F1 car. The chassis is a carbon fiber monocoque with both a wide front wing and a narrow rear wing—not unlike the 2009-spec F1 cars. It also has the distinctive coke-bottle shape, top exit exhaust, a deep diffuser and the shark-fin engine covers that have been in vogue with the



current formula. Other technical similarities include carbon ceramic brakes and carbon fiber pushrod suspension components. The F1 technology continues inside the cockpit where the car uses paddle shifters to control the semi-automatic gearbox as well as a multi function screen on the steering wheel that allows drivers to set various parameters on the fly.

The engine is a 3.5L Cosworth GPV8 that has been de-tuned to produce 650 bhp with a 10,300 rpm redline (plus an extra 500 rpm available via a push-to-pass button). Weighing 650 kg (1430 lbs), the car has a power-to-weight ratio of ~1000 bhp/ton, which is comparable to that of a current F1 car.

Unlike the engines used in current F1 machines, however, the GPV8 is designed to run 4500 km between rebuilds, and it has a generator and starter motor so that you don’t need a support crew to be able to run the car at the track. The T125 is not built to conform to a particular series. Indeed, the racer is a “clean sheet design” since the designers were relatively unconstrained by series rules.

Lotus plans to build just 25 T125 cars next year, and they will be priced at \$950K. Apart from the car itself, owners of the T125 will become part of the exclusive Lotus Exos Experience. The Exos program will include 5 driver events at various race tracks that will allow the owners to come up to speed with the performance of their new cars while they receive instruction and advice from a variety of current and past Lotus drivers.

Developed from the highly acclaimed Evora road car, the **Lotus Evora Cup GT4** race car has been engineered to give drivers a competitive racing package straight “out of the box”. The car has been developed in conjunc-



tion with a number of prestigious technical partners and professional drivers, and it features a world-class chassis, along with steering and brakes that deliver exceptional ride and handling.

The Cosworth-tuned engine is 4 litres and produces 360 bhp (compared to 3.5L and 275 bhp in the road car). Further upgrades include a six speed sequential paddle shift racing gearbox, full FIA specification roll cage, FIA-compliant 96 litre fuel system and an FIA fire extinguisher system. In addition, the unladen weight of the race car has been reduced by over 200kg (440 lbs) to just 1190kg (2618 lbs).

While the Evora Cup looks quite similar to the road car, there are a number exterior changes to improve downforce such as a beautifully integrated carbon fiber rear wing and diffuser package. Other downforce enhancements include a front splitter and wheel vents on all four corners.

Since the introduction event was being held a Laguna Seca, Lotus had one of the principal test drivers for the car, Johnny Mowlem, on hand to provide test drives for prospective buyers. Also on hand to demonstrate the capabilities of both the standard Evora and the GT4 at Laguna were current IZOD IndyCar driver Takuma Sato and former driver now IndyCar team co-owner Jimmy Vassar.

All in all, the Evora Cup GT4 should be another fantastic race car from Lotus. It clearly fills a niche market both for the competitive GT4 racer and for the serious track day enthusiast.



Chapman Report Online Blog Goes Viral!

editor

GGLC blog meister, Rahul Nair got the scoop on the world introduction of the fabulous Lotus T125 Exos and Evora Cup GT4 customer race cars at the Monterey “pre” Reunion, August 7-8, 2010; and, as they say, the rest is history. Rahul was able to get video interviews with Stephen Wright, Lotus Motorsports, and test driver/developer Johnny Mowlem about the new cars, and they were posted to the GGLC Online site over the weekend along with the stories.

The response was virtually immediate and massive. Hits on the GGLC site jumped from an average of about 1500 per day to over 4000 overnight according to our webmaster, Kiyoshi Hamai. Rahul’s blog did even better, as seen by the plot in the accompanying graphic.

Links to dozens of other automotive sites (forums, blogs, magazines, etc) from



all corners of the planet showed up just as quickly, which potentially multiplies the number of views of Rahul’s handiwork into the hundred’s of thousands! It is not surprising, then, that the feedback Rahul and Kiyoshi have received from Lotus about our coverage of the introduction of these exciting cars has been very positive. See Rahul’s blog, and the accompanying articles abstracted from it, to find out what all the excitement is about.

Shop Days at Mike's Place

October 16 & 23

by Mike Ostrov

I will host two shop days in October this year: October 16 & 23. We will do our usual: glass fibre repair, paint and polish, engine tune up, etc. Also, our Weber Wizard, Keith Franck, will be available for some Weber instruction and installation of his new Weber bits. Bring some parts for sell or swap, and I will have many of my Elan bits available to add to the mix.

Start at 10:00 am both days. Address: 4119 Santa Rita Rd, El Sobrante, (510) 222-6437. RSVP to Mike Ostrov: mikeostrov-at-webtv.net or (510) 232-7764.

BRG & GGLC Offer Special School at Laguna

editor

The British Racing Group (BRG) in conjunction with the GGLC and Skip Barber's driving school at Laguna Seca is offering a 1-day, professionally instructed car control school on **October 13, 2010**. The school will feature Elise SCs on Laguna's skid pad and autocross courses, and Skip Barber's Formula cars for laps on the full track. There will even be an opportunity for you to take your own car on the skid pads with

the instructors to apply what you have learned.

BRG will also provide a chassis/suspension engineer at the event to assist participants setting up their cars. Everyone will have plenty of time to get their settings just right and to test them.

This day will be a unique experience that is not available as part of any retail Skip Barber program. The cost is \$1300.00.

GGLC members will receive a 10% discount. (Non-members will receive a complimentary 1-year GGLC membership.)

Spencer's Motorsports

I'm excited about the reopening of Spencer's Motorsports as of January 1, 2010. After being closed for several years, I have truly missed the friendships I established with my customers and vendors.

Thank You , *Barry Spencer*



Please visit us at:

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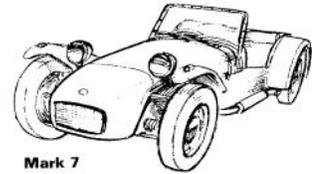
(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale. Fully race prepared 395 5-speed transaxle from my Europa race car (SP #19). Ultra-close ratio, 3.14 to 1.25. Many mods and improvements including a Quaife LSD. Package includes: bell housing, second case, second modified rear cover, light steel flywheel, new Tilton racing clutch, modified Toyota starter, and shifter linkage pivot with complete linkage to the rear cover. Also lots of extra parts including gear blanks, input shaft blank made from the best material available, 9310VAR. Almost enough parts to build a second tranny. No reverse gear, but can be added. I have drawings for all mods. This is a serious track tranny but can be outfitted for the street as I still have the stock gear sets (including reverse). \$3500. Contact: Mike Schlicht at (408) 891-5833.

For Sale: Lotus Europa Workshop Manual (X046T0327Z) dated Sept 1972. Covers both Twin Cam and Renault engines. Original owner. \$75.00 includes shipping. Contact: Van Overhouse; van_overhouse-at-yahoo.com

Wanted: Dry sump pan and/or pump (with rubber seals) for a Lotus Twincam motor. Contact: Don Hogue at (831) 639-9445, donhogue-at-charter.net

Wanted: Lotus Super 7 S4 side curtains. New, used, or just frames. Condition not important. Contact: Vince DeSantis; sanvin8-at-comcast.net



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Wanted: Lotus related license plates. Contact: Foster Cooperstein at (617) 965-2058, fjcoop-at-aol.com

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First Class Mail



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